

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA.
BY THE REV. G. A.
BUNBURY, M.A.
To be had at the
CHINE MAIL Office.
Part 1 and Part 2
Price 6/- each.

The China Mail

ESTABLISHED 1845

No. 16.193.

三月四日付

HONGKONG, THURSDAY, APRIL 1, 1915.

三月四日付

PRICE, 25.00 Per Month

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for

MESSRS.
W. & A. GILBEY'S
WINE & SPIRITS.

MESSRS.
JOHN DEWAR & SON'S
SCOTCH WHISKY.

MESSRS.
JOHN JEFFREY & CO'S.
PILSENER BEER.

BELGIAN FAITH IN THE
BRITISH ARMY.

There can be no doubt about a German
feast of a retreat through Belgium. Every
possible and useful fortification has been
repaired by those soldiers not at the front,
and this accounts for a certain lack of
activity which is only the calm before the
storm. The concentration of troops before
Ypres and along the Yser front is sure to
be followed by a new attempt to break
through. More than one German soldier
whom I met guarding the frontier told me
that the hope to break through is not at all
given up.

But the Belgians and their Allies are
more than ever prepared to receive them
by what I read in soldiers' letters. Lately
the sides of the Belgian hills may have
been busy repairing the roads in expectation
of the coming of English troops
in order to render the transports more easy.
For this purpose stones from the ruins of
Ypres have been employed to level the
roads, some of which were not in a state to
be used by any vehicle.

It is interesting to notice the difference
between English and Belgian soldiers.
They have proved to be equally brave,
but the Belgian is calm, often he has a
better look in his eyes, while the British
"Tommy" never seems to lose his spirit
or his everlasting good humour. This
has most encouraging effect on those who
fight alongside with him. A Belgian soldier
wrote to me: "It is such an encouragement
to see that if we are a little army we
fight side by side with the soldiers of the
great English nation. The English feel no
doubt of victory when they see the
soldiers of a real England, and the greatest
wishes go to the German soldiers to
the devil. We tell the German soldiers
they are not to be beaten, but their trust
is English."

THE SOUTH AFRICAN REBELS

The following is an extract from a letter
written by a young lady, a member of
one of the old Dutch families at the
Cap, on an idea of how extensively the
Germans had used the abortive rebellion,
as well as some indication of the spirit which
animates the local Dutch population.

It is a pity Beyer was drowned, I
should like to have seen him in Pretoria. The lack of Germans (who were not
known by any of the inhabitants in town or district) being seen among the
rebels with General Haldane and Harris
smith is not without significance. When
the German Force went to Beyer's farm
to get his motor-car they found it hidden in
a state of bypassed upon their discovering
it. Mrs Beyer durst not touch it, as it
was hers; the Kaiser had given it to her
when they were in Germany. The authorities
have already recovered Beyer's bank
account left on some £25,000 to £100,000
after his visit. The Swiss manuscripts with
the Kaiser. Most of the crafty rebels
transferred their funds to their wives and
sons before they started their treacherous
designs of gold and murder. Few of their
transfers got through though, for the
Government have already seized such
as they could get through at the first sign trouble. I should
like to see few of such Dutch persons
shot. Numbers of them were up with the
rebels, but had not realised that they
had sold them out. We all noticed the speech
at Delany's funeral. One mentioned a
black cloud hanging over the town, and
he advised his hearers not to go to Louis
Botha or Jan Smuts for advice. These
belong to the Heribert Party, of course,
who would shoot Smuts and Botha for
playing the game.

The manager of the Newcastle trans-
ways is considering the advisability with
the committee's sanction of employing
women as conductors in single-deck cars
on certain routes. The necessity for some
such expedient arises out of the scarcity of
labour in the district.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition
of ill-health showing your body
is not in a fit condition.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the
wanted nourishing and healthy
flesh building materials. Very
palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

BUSINESS NOTICES

STEAM LAUNCH FOR SALE

M. Bolinder and Kelvin Motors

W. S. BAILEY & CO., LTD.

ENGINEERS AND SHIPBUILDERS.

HONGKONG TURKISH BATH & TOILET CO. LTD.

NOW OPEN
LADIES DAYS MONDAYS AND TUESDAYS
CHARGES -

Turkish Bath - - - - - \$3
Electric Bath - - - - - \$2
Complete Body Massage - - - - - \$2
Simple Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTOR'S PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEER.

13 Queen's Road, Central, Hongkong.

THE HONGKONG & WHAMPOA
DOCK CO., LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$3.00 per Share

declared at to-day's Annual General
Meeting will be payable at the HONG-
KONG & SHANGHAI BANKING COR-
PORATION and after THURSDAY,
1st APRIL, 1915, and Shareholders are
requested to apply for Warrants at the
Town Office of the Company, 2 Queen's
Buildings.

By Order of the Board of Directors.

GEO. A. CALDWELL,
Secretary.

Hongkong, March 31, 1915.

HONGKONG & WHAMPOA DOCK
COMPANY LIMITED.

THE SHARE CERTIFICATES No.

1410244 for 40 and 25 shares

respectively numbered 12739/2743 and

28582582 inches, standing in the

Register in the joint name of George

Atkinson, Hastings and John William

Cawthron, Solicitors, Liverpool & Birmingham

having been drawn on

NOTICE IS HEREBY GIVEN that

the said certificates are purchased at

the Office of the Company, Queen's Buildings,

Victoria, Hongkong, before the 21st

April 1915, new certificates for the said

shares will be issued and the old certificates

will thereafter be held by the Company

and valid.

GEO. A. CALDWELL,
Secretary.

Hongkong, March 24, 1915.

GREEN ISLAND CEMENT
COMPANY LIMITED.

THE 20th ORDINARY ANNUAL
MEETING of Shareholders in the
Company will be held at the Office of the
Company, St. George's Building, 4 Queen's
Road, Victoria, Hongkong, on SATUR-
DAY the 16th day of APRIL, 1915, at
12 O'CLOCK noon, for the purpose of
considering the accounts and the
Report of the Directors for the year ending
31st December, 1914, and declaring a
Dividend.

The TRANSFER BOOKS of the
Company will be CLOSED from THURSDAY,

1st APRIL, 1915, to SATURDAY, 10th

APRIL, 1915, both days inclusive.

By Order of the
BOARD OF DIRECTORS.

Hongkong, March 27, 1915.

283

NORTH BRITISH & MERCANTILE
INSURANCE CO.

IN WHICH ARE LISTED THE SHARS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.

and

THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT SIXTY DECEMBER, 1914.

£23,622 125.

I-Authorised Capital £6,000,000.

Subscribed Capital £4,500,000.

Paid-up Capital £2,457,500

II-Fire Funds £3,000,114

III-Life & Annuity Funds 16,182,160

Sinking Fund Account £8,518

£22,561,268

Revenue Fire Branches £2,667,128

Life and Annuity 1,973,269

Branches 282,692

Other Receipts £50,128

£22,233,512

The Accumulative Funds of the various
Branches are separately invested and, by
Act of Parliament, are set aside to meet
the claims under the respective depart-
ments of the Company's Business.

SHEWAN, TOME'S & CO.

Agents

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

THE ALEXANDRA CAFE, Canton, No.
10, Queen's Road, Central, For Bread
Fishes, Omelettes, Mains with Various
Dishes.

BUSINESS NOTICES

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS,
WELDING AND CUTTING OF METALS BY OXY-ACTETYLENE,
AND ELECTRO SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737 x 83 x 34' 0"

Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES
through the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR -

JOHN L. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the

Office.

BUTTERFIELD & SWIPE

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address - TAIKOO DOCK. TELEPHONE NO. 212.

HOT X BUNS.

To save disappointment please order now.

For 24 hours stations we make a special

batch available from 5 p.m. 1st April.

EXANDRA CAFE.

BAGUJO HOTEL

BAGUJO, P.I.,

5,000 Feet Above Sea Level-Mean Temperature, 65°

The Coming Health Resort of the Far East

Eight Hours From Manila, All or Auto

Racing Circuit in the Fine Country of Northern Luzon

The BAGUJO is unequalled for location, cuisine, homelike atmosphere and

modern up-to-date fixtures.

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENGUET COMMERICAL CO., Proprietors. Cable Address - BAGUJO

213

THE HONGKONG HOTEL

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL

ADmirably situated at VICTORIA GAP

Adjoining the Tramway Terminal 1,400 feet above Sea Level

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES
etc., etc.AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47 and 48, CONNAUGHT ROAD CENTRAL
SHIP CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.

Hongkong, March 10, 1915.

Tele. 144.

HAVE YOU USED
KAMINIA OIL?

(Registered.)

The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling off, for keeping it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agent Chua Chuck Waih, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—
KAMINIA PERFUMERY COMPANY,
Bombay, India.

INTIMATIONS

MITSUBISHI GOSHI KWAI SHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAKATA, SAYO, SHINNEW and KAMIVAMADA Collieries.

AGENTS for SAKIYA & OISHI COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tsingtao, Shanghai, Hongkong, Hankow, Peking.

TEL ADDRESSES for above: IWASAKI
Codes: A1, ABC 6th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macdonald & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

For particulars, apply to
H. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.KOMOR & KOMOR
ART UNION EXHIBITION OF
WATERCOLOURS
Open from MONDAY, the 22nd of March.Pictures by: KATO, YOKOUCHI,
KAWAI, MORI, OZAWA, RASAGI,
H. YOSHIDA, etc., etc.All Pictures WARRANTED
to be Genuine.

An inspection is cordially invited.

KOMOR & KOMOR,
Alexandra Building,
Hongkong, March 22, 1915.

253

NOTICE.

We are prepared to deliver our
MILK & BUTTER
to any address in the City, East and
West Points, Quarry Bay, Kowloon
and Canton.

TWICE DAILY

Orders for Meats and all Dairy
Produce can be registered at our
Town Depot or at our branches at
the Peak, Quarry Bay, Kowloon
and Shau Kei Wan.

THE DAIRY FARM CO., LTD.

60

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.OFFICES: QUEEN'S BUILDINGS, HONGKONG.
TEL. ADDRESS: MAISHAN, HONGKONG.
TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

S. IEN TING.
Surgeon Dentist
No. 14, D'AGUILAR STREET.THE CHINA MAIL
Typhoon Map &
Guide.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A1, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

HEAD OFFICE: KOWLOON

TYPHOON No. 12.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH OF DOCK BLOCKS	ENTRANCE BREAKWATER BLOCKS	DEP. DOCK SILL AT ORDINARY SPRING TIDE	RISE OF TIDE SPRINGS	NEAPS
KOWLOON	100	(30' 10" long) (70' depth)	10	7' 6"	
No. 1 Dock, Kowloon	100	70	10' 6"	7' 4"	
No. 2 Dock, Kowloon	100	70	10' 6"	7' 4"	
Patent Slip, No. 1, Kowloon	240	60	10' 6"	7' 4"	
Patent Slip, No. 2, Kowloon	240	60	10' 6"	7' 4"	
TAIPOH TOWNSHIP	100	25	10	7' 6"	
Metropolitan Dock	100	25	10	7' 6"	
ABERDEEN	400	60	10	7' 6"	
Hongkong Dock	400	60	10	7' 6"	
Leeds Dock	400	60	10	7' 6"	

Please Address Enquiries to the Chief Manager.

1407

R. M. DYEIR, B.Sc., M.I.M.E., Kowloon Dock, Hongkong.

W. M. DYEIR

QUEEN'S BUILDINGS

TYPHOON No. 12.

THE FRUIT SEASON.

POWELL's complaint is sure to be pre-
vented during the fruit season. Be sure
to keep a little of Chamberlain's Cola,
Cholera and Diarrhoea Remedy on hand.
It may save a life. For sale by all Chemists
and druggists.COUGHING INTO
CONSUMPTION"Only a Cough" but you stop
while it is ONLY a cough.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDThe finest preparation made
for combating severe coughs
CURES any cough that is
very painful.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

SPORTING.

YACHTING.

Royal Hongkong Yacht Club.

The following is the programme
arranged by the Royal Hongkong Yacht
Club, assisted by the Corinthian Yacht
Club, for races to take place on Easter
Monday, for valuable prizes donated, the
entrance fees for which are to be handed
to the Belgian Consul in aid of the Bel-
gian Relief Fund.

CRAZERS.

Course—North Fairway Buoy (S)
Treas Rock (D) Mark Boat Lai Chi
Rock (S) Treas Rock (S) North Fair-
way Buoy (P) Distance 13 miles. Pre-
paratory Gun 10:35 a.m., Starting Gun
11 a.m. Entrance fee \$10.00.

seats per mile.

Miranda Scratches.

Queen Bee

Noseman

Oenone

Sirene

Irene

Margate

Mokkin

Iris

Erica

Evalina

Brenda

Mist

Scotengdon

Eleaner

Dorothy II

Tutus

Flora

HARDIE'S CLASS, ONE DESIGN CLASS, HET-
WARD HIVE CLASS AND GILL CLASS.

(LADIES RACES).

Course—Chambl Rock (P) Kowloon

Rock (P) Distance 4 miles. Prepara-
tory Gun 2:25 p.m., Starting Gun 3
p.m. No entrance fee.

seats per mile.

Dione

La Linda

Rolly

Colleen

Kathleen

Dorothy

Ayesha

Corinne

Spoondrift

Ellina

Buccaneer

Vera

Ailsa

Allanah

Daphne

Bonita

Halcyon

Sirina

Dawn

White Rose

Liza

Gwen

Lybeth

Hil

Gael

Thula

Asthore

Owl

Toinette

Beatrice

Declared speed.

L. Hirondelle

Nuf Sed

Ivy

Titanic

White Star

Nipper

Isuan

Tutus

Miranda

Volunteer

Yeo Kee

Not yet known.

The Committee of the Royal Hong-

kong Yacht Club trust there will be a

large attendance of the public on the

lawn where tea will be served during the

afternoon.

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5
of 1912, the EXCHANGE BANKS
will be CLOSED for the

A. S. WATSON & Co. Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

	Per Case	Per Dozen	Per Bottle
E. WATSON'S GLENORCHY	319.50	51.03	
E. WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	24.15	2.05	
WATSON'S O.B.C.	25.25	2.15	
"KILTY" LIQUEUR WHISKY, Great Age, Very Fine	41.20	3.55	
THORNE'S BLACK SQUARE	25.25	2.15	
Other Well-known Brands Supplied To Order.			
Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.			

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

WM.
Powell
LTD.

TELEPHONE 346.

NOW SHOWING

Everything for

TENNIS WEAR

SHOES, SHIRTS,

SOCKS, HATS

Ready to Wear Trousers.

Des Voeux Road Central.

THE DIARY.

MEMOS. FOR TO-MORROW.

Good Friday, Public Holiday.

9.15 a.m.—"Last Judgment" at St. John's Cathedral in aid of Prince of Wales Fund.

General Memoranda.

Saturday, April 3.—

Bank Holiday.

Sunday, April 4.—

Easter Sunday.

Monday, April 5.—

Easter Monday, Public Holiday.

Yacht and Motor Boat Races in aid of Belgian Relief Fund.

3 p.m.—"Social" Evening at the Sailors' and Soldiers' Home, Arsenal Street.

Tuesday, April 6.—

2.30 p.m.—Auction of Furniture of a flat contained flat at Messrs. Hughes and Hough.

2.30 p.m.—Auction of a typewriter, a rocking horse, and a lawn mown at Messrs. Hughes and Hough.

2.30 p.m.—Auction of an Electric Motor at Messrs. Hughes and Hough.

5.30 p.m.—Annual General Meeting of the Hongkong Club.

9.15 p.m.—Organ Recital at St. Andrew's Church, Kowloon.

Wednesday, April 7.—

King of Belgium's Birthday (1875).

Inspection of Special Police Reserve by H. E. the Governor.

Thursday, April 8.—

2.30 p.m.—Auction of Teakwood and Blackwood Furniture etc. at Messrs. Hughes and Hough.

Saturday, April 10.—

St. Joseph's College Sports.

Noon—Green Island Cement Co.'s Meeting.

"Mid-Sole" at the Theatre Royal.

Monday, April 12.—

"When Knights were Bold" at the Theatre Royal.

Tuesday, April 13.—

"Maid of the Theatre" at the Theatre Royal.

Wednesday, April 14.—

2.30 p.m.—Auction of Household Furniture at "Tat's" on the Peak.

4 p.m.—Inspection at the Theatre Royal.

Thursday, April 15.—

"Raffles" at the Theatre Royal.

Friday, April 16.—

"What the Butler Saw" at the Theatre Royal.

Saturday, April 17.—

Noon—H. E. Schools' Athletic Sports.

THE EDWARD DISPENSARY

C. KAMMING & Co., Ltd.

Chemists and Druggists!

GREAT REDUCTIONS IN

PRICES.

PRESCRIPTIONS ACCURATELY

DISPENSED

Fake Drugs Patent Medicines, &c.

24. QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1913.

For sale by all Chemists and Storkeepers.

Serves the Whole Family.

The famous Chamberlain's Cough Remedy is world-wide. It is good for the deep seated cough of the adult or the cough and whooping cough of the child. The same bottle serves the whole family. For sale by all Chemists and Storkeepers.

in his work, and is most kindly disposed to all workers, states in his reply: "Our trouble is principally with the iron-workers, especially riveters, who appear to have a definite standard of living, and who regulate their wages accordingly; they seem to aim at making £3 per week; if they can make this in four days, good and well; but if they can make it in three days, better still.... The average working-man of to-day does not wish to earn more money, and put by something for a rainy day, but is quite content to live from hand to mouth as long as he has as easy a time as possible."

It has since been discovered that excessive drinking is at the root of the trouble and, as stated, it is eminently satisfactory that the Government is coping successfully with the evil and, better still, receiving support from the best quarters.

A branch of the Patriotic League has been successfully started in Chefoo, members joining with enthusiasm and contributing liberally to the Fund in connexion with it.

A Chinese who was knocked down by a tram car at Shan-Ki Wan, near the Sea-Wall, died on his way to the Hospital. After medical examination, the body was removed to the Public Mortuary.

Mr. Peterkin, Morrison Hill, was summoned before Mr. Hazelton with failing to license two dogs. He was fined \$1. A further summons of allowing a dog to stray without a muzzle was withdrawn, on the application of Inspector Gordon, as one of the witnesses had gone to Macao.

Capt. Day, 2nd K.O.Y.L.I., has been promoted to the rank of Captain. Capt. J. G. A. G. is also at the front with the 1st Battalion, is in good health.

Dr. James Cantlie (formerly of Hongkong) was one of the assistants at the opening of the Free Refreshment Buffet at Victoria Station, London, when the women of the D. Section 110 Detachment (Marylebone Division) of the British Red Cross Society gave breakfast to between 200 and 300 men prior to the departure of the first troop train.

There can be no doubt that the Government in aiming at removing the drink evil from the masses of workmen at home are striking at the root of the trouble. It is, therefore, satisfactory to learn that not only has a very hearty response been made by the class most affected but also by the licensees themselves. It is preposterous that at such a critical time excess in alcohol should stand in the way. It should be recognised that the soldiers and sailors who are serving their King and country so valiantly and cheerfully, under the most dangerous and discomforting conditions ever experienced in the world's combats, will suffer and die in vain if the supply of shot and shell, gun and gear, ships and engines, armour and armaments are not maintained in the fullest measure. And yet there are many complaints of thoughtlessness on the part of some classes of workmen. We prefer to think this is the explanation, and not callous indifference to the terrible nature of the situation. Because of these complaints the authorities have requested from a large number of firms engaged on all classes of work for the Navy and Army throughout the kingdom, details of their experience. Most of them recognise that the strain put on their men by the necessities of the situation are great. This, however, is only inevitable with a life-and-death struggle such as "we are to-day experiencing. Every man should accept the duty that is laid upon him. From Lord Fisher at the Admiralty, and Lord Kitchener at the War Office, every combatant in the Navy and Army has to endure great stress, most of them great hardship; the managers, and staffs of industrial works are working fifteen or sixteen hours on each of the seven days of the week. Surely the great majority of the men can do no more than in normal times.

But many of the men are not doing much more than usual. Every reply received indicates that there is slackness in many of the trades. Be it remembered that high-wages can be earned; for relatively unskilled, although somewhat arduous work, 30s. per day can be earned. Time and a-quarter to time and a-half is paid Saturday afternoon work, and double time for Sunday work. Most men could earn from £7 to £10 per week—and pay no income-tax. There is thus the monetary incentive to work, but iron-workers in a typical shipyard are returned as losing now 20 per cent. of the possible hours, while the best result in the same yard is a loss of 10 per cent. In engine departments the ranges are from 2 per cent. to about 14 per cent. Men will work on Saturday and Sunday, when they get handsomely paid, but will absent themselves on other days or parts of days. Here we have a measure of the patriotism of these workers, who can ensure success or involve failure in the greatest and most righteous effort ever put forth by a nation. The head of a firm, who has shown a splendid example

in his work, and is most kindly disposed to all workers, states in his reply: "Our trouble is principally with the iron-workers, especially riveters, who appear to have a definite standard of living, and who regulate their wages accordingly; they seem to aim at making £3 per week; if they can make this in four days, good and well; but if they can make it in three days, better still.... The average working-man of to-day does not wish to earn more money, and put by something for a rainy day, but is quite content to live from hand to mouth as long as he has as easy a time as possible."

It has since been discovered that excessive drinking is at the root of the trouble and, as stated, it is eminently satisfactory that the Government is coping successfully with the evil and, better still, receiving support from the best quarters.

A branch of the Patriotic League has been successfully started in Chefoo, members joining with enthusiasm and contributing liberally to the Fund in connexion with it.

A Chinese who was knocked down by a tram car at Shan-Ki Wan, near the Sea-Wall, died on his way to the Hospital. After medical examination, the body was removed to the Public Mortuary.

Mr. Peterkin, Morrison Hill, was summoned before Mr. Hazelton with failing to license two dogs. He was fined \$1. A further summons of allowing a dog to stray without a muzzle was withdrawn, on the application of Inspector Gordon, as one of the witnesses had gone to Macao.

Capt. Day, 2nd K.O.Y.L.I., has been promoted to the rank of Captain. Capt. J. G. A. G. is also at the front with the 1st Battalion, is in good health.

Dr. James Cantlie (formerly of Hongkong) was one of the assistants at the opening of the Free Refreshment Buffet at Victoria Station, London, when the women of the D. Section 110 Detachment (Marylebone Division) of the British Red Cross Society gave breakfast to between 200 and 300 men prior to the departure of the first troop train.

There can be no doubt that the Government in aiming at removing the drink evil from the masses of workmen at home are striking at the root of the trouble. It is, therefore, satisfactory to learn that not only has a very hearty response been made by the class most affected but also by the licensees themselves. It is preposterous that at such a critical time excess in alcohol should stand in the way. It should be recognised that the soldiers and sailors who are serving their King and country so valiantly and cheerfully, under the most dangerous and discomforting conditions ever experienced in the world's combats, will suffer and die in vain if the supply of shot and shell, gun and gear, ships and engines, armour and armaments are not maintained in the fullest measure. And yet there are many complaints of thoughtlessness on the part of some classes of workmen. We prefer to think this is the explanation, and not callous indifference to the terrible nature of the situation. Because of these complaints the authorities have requested from a large number of firms engaged on all classes of work for the Navy and Army throughout the kingdom, details of their experience. Most of them recognise that the strain put on their men by the necessities of the situation are great. This, however, is only inevitable with a life-and-death struggle such as "we are to-day experiencing. Every man should accept the duty that is laid upon him. From Lord Fisher at the Admiralty, and Lord Kitchener at the War Office, every combatant in the Navy and Army has to endure great stress, most of them great hardship; the managers, and staffs of industrial works are working fifteen or sixteen hours on each of the seven days of the week. Surely the great majority of the men can do no more than in normal times.

But many of the men are not doing much more than usual. Every reply received indicates that there is slackness in many of the trades. Be it remembered that high-wages can be earned; for relatively unskilled, although somewhat arduous work, 30s. per day can be earned. Time and a-quarter to time and a-half is paid Saturday afternoon work, and double time for Sunday work. Most men could earn from £7 to £10 per week—and pay no income-tax. There is thus the monetary incentive to work, but iron-workers in a typical shipyard are returned as losing now 20 per cent. of the possible hours, while the best result in the same yard is a loss of 10 per cent. In engine departments the ranges are from 2 per cent. to about 14 per cent. Men will work on Saturday and Sunday, when they get handsomely paid, but will absent themselves on other days or parts of days. Here we have a measure of the patriotism of these workers, who can ensure success or involve failure in the greatest and most righteous effort ever put forth by a nation. The head of a firm, who has shown a splendid example

in his work, and is most kindly disposed to all workers, states in his reply: "Our trouble is principally with the iron-workers, especially riveters, who appear to have a definite standard of living, and who regulate their wages accordingly; they seem to aim at making £3 per week; if they can make this in four days, good and well; but if they can make it in three days, better still.... The average working-man of to-day does not wish to earn more money, and put by something for a rainy day, but is quite content to live from hand to mouth as long as he has as easy a time as possible."

It has since been discovered that excessive drinking is at the root of the trouble and, as stated, it is eminently satisfactory that the Government is coping successfully with the evil and, better still, receiving support from the best quarters.

A branch of the Patriotic League has been successfully started in Chefoo, members joining with enthusiasm and contributing liberally to the Fund in connexion with it.

A Chinese who was knocked down by a tram car at Shan-Ki Wan, near the Sea-Wall, died on his way to the Hospital. After medical examination, the body was removed to the Public Mortuary.

Mr. Peterkin, Morrison Hill, was summoned before Mr. Hazelton with failing to license two dogs. He was fined \$1. A further summons of allowing a dog to stray without a muzzle was withdrawn, on the application of Inspector Gordon, as one of the witnesses had gone to Macao.

Capt. Day, 2nd K.O.Y.L.I., has been promoted to the rank of Captain. Capt. J. G. A. G. is also at the front with the 1st Battalion, is in good health.

Dr. James Cantlie (formerly of Hongkong) was one of the assistants at the opening of the Free Refreshment Buffet at Victoria Station, London, when the women of the D. Section 110 Detachment (Marylebone Division) of the British Red Cross Society gave breakfast to between 200 and 300 men prior to the departure of the first troop train.

There can be no doubt that the Government in aiming at removing the drink evil from the masses of workmen at home are striking at the root of the trouble. It is, therefore, satisfactory to learn that not only has a very hearty response been made by the class most affected but also by the licensees themselves. It is preposterous that at such a critical time excess in alcohol should stand in the way. It should be recognised that the soldiers and sailors who are serving their King and country so valiantly and cheerfully, under the most dangerous and discomforting conditions ever experienced in the world's combats, will suffer and die in vain if the supply of shot and shell, gun and gear, ships and engines, armour and armaments are not maintained in the fullest measure. And yet there are many complaints of thoughtlessness on the part of some classes of workmen. We prefer to think this is the explanation, and not callous indifference to the terrible nature of the situation. Because of these complaints the authorities have requested from a large number of firms engaged on all classes of work for the Navy and Army throughout the kingdom, details of their experience. Most of them recognise that the strain put on their men by the necessities of the situation are great. This, however, is only inevitable with a life-and-death struggle such as "we are to-day experiencing. Every man should accept the duty that is laid upon him. From Lord Fisher at the Admiralty, and Lord Kitchener at the War Office, every combatant in the Navy and Army has to endure great stress, most of them great hardship; the managers, and staffs of industrial works are working fifteen or sixteen hours on each of the seven days of the week. Surely the great majority of the men can do no more than in normal times.

But many of the men are not doing much more than usual. Every reply received indicates that there is slackness in many of the trades. Be it remembered that high-wages can be earned; for relatively unskilled, although somewhat arduous work, 30s. per day can be earned. Time and a-quarter to time and a-half is paid Saturday afternoon work, and double time for Sunday work. Most men could earn from £7 to £10 per week—and pay no income-tax. There is thus the monetary incentive to work, but iron-workers in a typical shipyard are returned as losing now 20 per cent. of the possible hours, while the best result in the same yard is a loss of 10 per cent. In engine departments the ranges are from 2 per cent. to about 14 per cent. Men will work on Saturday and Sunday, when they get handsomely paid, but will absent themselves on other days or parts of days. Here we have a measure of the patriotism of these workers, who can ensure success or involve failure in the greatest and most righteous effort ever put forth by a nation. The head of a firm, who has shown a splendid example

in his work, and is most kindly disposed to all workers, states in his reply: "Our trouble is principally with the iron-workers, especially riveters, who appear to have a definite standard of living, and who regulate their wages accordingly; they seem to aim at making £3 per week; if they can make this in four days, good and well; but if they can make it in three days, better still.... The average working-man of to-day does not wish to earn more money, and put by something for a rainy day, but is quite content to live from hand to mouth as long as he has as easy a time as possible."

It has since been discovered that excessive drinking is at the root of the trouble and, as stated, it is eminently satisfactory that the Government is coping successfully with the evil and, better still, receiving support from the best quarters.

A branch of the Patriotic League has been successfully started in Chefoo, members joining with enthusiasm and contributing liberally to the Fund in connexion with it.

A Chinese who was knocked down by a tram car at Shan-Ki Wan, near the Sea-Wall, died on his way to the Hospital. After medical examination, the body was removed to the Public Mortuary.

Mr. Peterkin, Morrison Hill, was summoned before Mr. Hazelton with failing to license two dogs. He was fined \$1. A further summons of allowing a dog to stray without a muzzle was withdrawn, on the application of Inspector Gordon, as one of the witnesses had gone to Macao.

Capt. Day, 2nd K.O.Y.L.I.,

BY TELEGRAPH.

THE WAR.

BOMBARDMENT OF THE DARDANELLES.

RUSSIANS ADVANCING IN THE CAUCASUS.

BRITISH STEAMERS' ADVENTURES WITH SUBMARINES.

SUCCESSFUL SOUTH AFRICAN OPERATIONS.

(Reuter's Service to the China Mail.)

ANOTHER VESSEL ATTACKED.

SHELLED FOR AN HOUR AND A HALF.

LONDON, Mar. 31, 4.30 p.m. The Glasgow steamer "Clifton Bridge," which has arrived at Liverpool, met a German submarine off Bishop's Rock. By clever maneuvering Capt. Fry, her commander, kept the German vessel astern, and prevented her discharging a torpedo, but she was shelled for an hour and a half. Shells smashed the boats, tore away plates and wrecked state-rooms. The Germans failed to hit the bridge, and none of the officers of the Clifton Bridge was hurt. Finally the submarine was obliged to give up the chase, the wind and sea being against it. Capt. Fry's escape was a splendid performance, as his is a comparatively slow vessel.

GERMAN SUBMARINE RAMMED BY A FRENCH WARSHIP.

LONDON, Mar. 31, 5.20 p.m. A Paris communiqué states that a French warship rammed a German submarine off Dieppe. She shelled the torpedo and afterwards rammed the submarine, which disappeared leaving a quantity of oil floating on the spot.

BOMBARDMENT OF THE DARDANELLES RESUMED.

LONDON, Mar. 31, 1.40 p.m. A telegram from Amsterdam says that despatches from Constantinople state that the Allies resumed the bombardment of the Dardanelles. At least fifteen houses were hit.

AUSTRALIA OFFERS ANOTHER CONTINGENT.

LONDON, Mar. 31, 9.25 p.m. A telegram from Melbourne states that the Commonwealth Premier has offered another contingent for the front.

GERMAN LOSSES AT HARTMANNSWEILERKOPF.

LONDON, Mar. 31, 1.40 p.m. It is officially announced in Paris that 700 German dead were counted at Hartmannswillerkopf after the recent fighting.

GERMAN TROOPS PASSING EASTWARD.

LONDON, Mar. 31, 1.40 p.m. Many German troops have passed through Ghent, travelling eastward.

ON THE EASTERN FRONT.

RUSSIANS OCCUPY ARTOIN.

LONDON, Mar. 31, 1.40 p.m. A communiqué issued at Petrograd states:—The Russian campaign in the Carpathians is proceeding successfully. The Russians are advancing from Bocsku along the Chorok River and also from Ardamach defected the enemy and occupied the town of Artoin. Across the Chorok River the battle is proceeding on the Left Wing of the Sarykayish region.

"NO CHANGE"

LONDON, Mar. 31, 5.20 p.m. A Paris communiqué states that there is no change to report.

"THE TRADE" ANXIOUS TO HELP THE GOVERNMENT.

LONDON, Mar. 31, 12.35 p.m. Mr. Johnson, chairman of an Association representing 13,000 Metropolitan licensees, in an interview, said that for patriotic reasons license holders are willing to make any necessary sacrifices for the public good.

Sir Thomas Dewar said that the Trade wants to help the Government in every way possible, and appreciates the great sacrifices which may be necessary.

BRITISH MERCANTILE MARINE SEEKING REVENGE.

LONDON, Mar. 31, 1.40 p.m. The secretary of the Mercantile Marine Association in an interview said that the "Fafala" outrage has aroused the determination of the masters of the mercantile marine to avenge the death of Capt. Davis, and to demand to be supplied with guns to defend themselves.

A shipmaster writes that, they are still appealing for arms, but their requests have hitherto been without result.

MR. BALFOUR ASSISTING AT THE ADMIRALTY.

LONDON, Mar. 31, 1.40 p.m. The "Daily News and Leader" announces that Mr. Balfour has been given a room at the Admiralty.

AMERICAN PRESS ON GERMAN PIRACY.

LONDON, Mar. 31, 12.35 p.m. The "New York Globe" expresses the opinion that the Algerine pirates are harras compared with the Germans.

The "New York Evening Sun" says that the German prowess is akin to that of Captain Kidd and others who flew the "Jolly Roger." Instead of terrifying the British the Germans have provoked in them a burning resolution to force the war to an end which will be bitter for Germany.

The "New York Evening Post" expresses the view that it is difficult to match such wickedness in history.

BY TELEGRAPH.

CHASED FOR EIGHTEEN HOURS.
AN ADVENTURE WITH A SUBMARINE.

LONDON, Mar. 31, 1.40 p.m. The steamer "Dunedin" has arrived in Dublin after having been chased for eighteen hours by the submarine which sank the "Fafala." The "Dunedin" had just started to rescue victims of the "Fafala" when the submarine started its pursuit.

SOUTH AFRICAN OPERATIONS.

German Camp Captured.

LONDON, Mar. 31, 4.30 p.m. A Capetown telegram says that the Fourth Mounted Brigade has captured a German camp at Platboom, fifty miles north of Uitkam, with quantities of supplies, ammunition and live stock, as well as, twelve prisoners. The Union casualties were one killed and two wounded, and the Germans four killed and six wounded.

JAPANESE MILITARY MISSION IN PARIS.

LONDON, Mar. 31, 4.30 p.m. Reuter's Paris correspondent states that the Japanese Military Mission has arrived at Havre. The members were received at the British base by the Commandant, and were visited by the Belgian Premier.

(Hayes Service.)

PARIS, Mar. 30. French stock now stands at 72.85. To-day the very effective range of our artillery drove the enemy away from Haudcourt (north of St. Mihiel).

On Sunday last, President Poincaré visited the ground which had been conquered in Champagne and Arconne. He congratulated the troops on their success and found them in a very hearty and cheerful spirit, well-trained and confident of victory in the end.

Petropoli.—During the bombardment of the Bosphorus forts, a bomb exploded and destroyed a battery in Elnar Fort. The garrison died from the scene almost maddened.

The French Senate passed a vote regarding advances to the amount of 1,250 millions of francs to be granted to Allied friendly countries, Serbia, Belgium, Greece and Montenegro.

(CONTINUED ON PAGE 3.)

BRITISH INDUSTRIES FAIR.

War on German Trade.

LEIPZIG IN LONDON.

In our issue of Tuesday last we were first to advise the Colony of the great industrial fair to be held in London at the Agricultural Hall and Olympia in March 1916. The London "Daily Telegraph" of Feb. 27 has the following on the subject:—

From the first week of the war energetic efforts to secure British capital and labour industries hitherto in German hands have been pressed on. The individuals concerned have found hearty encouragement and support from the Government. The Board of Trade arranged a list of "exchanges" in which British manufacturers could inspect samples of German and Austrian goods which have dominated or effectively competed with British products, and buyers who had hitherto derived their supplies from Germany and Austria could get into touch with manufacturers. It is, of course, well known that in some minor industries the two Powers held almost a monopoly.

The war upon trade had not proceeded far before the Board of Trade was advised that British manufacturers would be glad of an opportunity of displaying to buyers for the markets at home and abroad the goods which they are producing to compete with German and Austrian products. Both the industries which existed before the war and those which have sprung into life since have great advantage in such an enterprise. In Germany, as in some other Continental countries, manufacturers have derived considerable advantages from annual or more frequent trade fairs held at various centres. Of these the most famous example is the Jubilee Fair at Leipzig. To this buyers resort from all parts of the world. They are naturally eager for the chance of doing business simultaneously with manufacturers of any and every article in general use, and save themselves the task of canvassing each industrial centre separately. The value of the market that provided for German industry can hardly be exaggerated. Instead of receiving isolated individual orders, scattered at wide intervals over the year, the German manufacturers have booked a large number of separate orders at fixed periods.

In Germany, as in some other Continental countries, manufacturers have derived considerable advantages from annual or more frequent trade fairs held at various centres. Of these the most famous example is the Jubilee Fair at Leipzig. To this buyers resort from all parts of the world. They are naturally eager for the chance of doing business simultaneously with manufacturers of any and every article in general use, and save themselves the task of canvassing each industrial centre separately. The value of the market that provided for German industry can hardly be exaggerated. Instead of receiving isolated individual orders, scattered at wide intervals over the year, the German manufacturers have booked a large number of separate orders at fixed periods.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is hardly less valuable. In the age of railway, as in the days of pack-horses, Leipzig is a nodal point for innumerable routes. The prestige of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

The scheme of the Board of Trade is designed to secure similar advantages for British manufacturers in those industries which have sprung into life since the war, or which have felt most keenly the stress of German competition. This British Industries Fair is to be held at the Royal Agricultural Hall from May 10 to May 21.

The fair at Leipzig has had many advantages. We may count first immeasurable custom. For 500 years it has been important. The central situation of the city is not to be despised. It is the headquarters of the judiciary of the German Empire. It is the home of the most famous shrines of music in Europe. Germans themselves have been known to claim for it the honour of being the most typical and characteristically German of all German cities. Finally, it ranks in population and wealth third among the towns of Germany.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NELLORE & YOKOHAMA	Daylight Freight and Passage.	
Capt. J. GAUNT, R.N.R.	3rd April.	
SHANGHAI	(CPT. G. W. COXHAN, R.N.R.)	Freight and Passage.
LONDON, VIA USUAL PORTS (ORIENTAL)	Noon	See Special
Capt. A. L. VALENTINE,	10th April.	Advertisement.
LONDON via STORE, PANG & NORE	10 a.m.	Freight and Passage.
COLOMBO, PORT SAID & TUNIS	28th Apr.	Freight and Passage.
MARSHALL ISLANDS		Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.		
E. A. HEWETT.		Superintendent.
F. & O. S. N. Co.'s Office.		

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA (B.C.) AND TACOMA via SHANGHAI, KOREA, YOKOYAMA AND YOKOHAMA.
S.S. 'TACOMA MARU' ... Capt. T. Hamada ... Friday, 23rd April at 5 p.m.
S.S. 'PANAMA MARU' ... Capt. J. Kanno ... Monday, 26th April at 5 p.m.
These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.
For BOMBAY via SINGAPORE, PORTSMOUTH, PENANG AND COLOMBO.

S.S. FOR TAMSWI AND KERLUNG via SWATOW AND AMOY.
S.S. 'DAIJIN MARU' ... Capt. K. Murakami ... Sunday, 4th April at Noon.
S.S. 'KAIJO MARU' ... Capt. Y. Yamamoto ... Sunday, 11th April at 2 p.m.

For TAROW via SWATOW AND AMOY.
S.S. 'SOSHU MARU' ... Capt. A. Kobayashi ... Sunday, 4th April at 10 a.m.

FOR HAIPHONG (DIRECT).

S.S. 'KEIJO MARU' Captain Imai, leaving on TUESDAY the 6th April at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-
Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA, via MANILA
MAIL SCHEDULE SUBJECT TO MODIFICATION

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE ... 30th March, 20th April, 11th May, at 11 a.m.
EASTERN ... 22nd April, 30th April, 21st May, at 11 a.m.
ALDENHAM ...

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS
TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD. AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong. On or about Connecting at Calcutta with On or about
UMARIA 3rd April. A Natal Line Steamer Beginning of May.
ITOLA 20th April.

For Freight and further particulars apply to

DODWELL & CO. LTD. Agents.

HONGKONG—NEW YORK
REGULAR SAILINGS VIA PORTS and SUEZ CANAL
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL
R.S. For Freight & further particulars, apply to
DODWELL & CO. LTD. Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)
Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For Freight or Passage apply to
DODWELL & CO. LTD. Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons
KOREA 18000 tons
CHINA 10200 tons
PERSIA 8000 tons

MANCHURIA 27000 tons
SIBERIA 18000 tons
NILE 10000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BEAT"—The Most Comfortable Route to America and Europe

S.S. 'MANCHURIA' ... Sailing TUESDAY, 6th April, 1 p.m.
S.S. 'MONGOLIA' ... TUESDAY, 4th May, at 11 a.m.
S.S. 'PERSIA' ... TUESDAY, 13th May, at Noon.
S.S. 'KOREA' ... WEDNESDAY, 26th May, 1 p.m.

These steamers are famous for their modern appointments, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric lights, deck grates, chaises, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 111.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement Tons & Speed. Leave Hongkong.

TENYO MARU ... 22,000-21 knots. Tues., 13th April at Noon.

NIIPPON MARU ... 11,000-18 knots. Tues., 27th April at 10.30 a.m.

SHINYO MARU ... 22,000-21 knots. Tues., 11th May at Noon.

CHIYO MARU ... 22,000-21 knots. Tues., 8th June at Noon.

... via MANILA, Omitting Shanghai.

First Class to London ... £71.10. Return (6 months) £120.

" " New York ... £60. " £98.10.

" " San Francisco ... £45. " £28.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, HILO, Los Angeles, Manzanillo, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Displacement Tons & Speed. Sailing.

SEIYO MARU ... 14,000-15 knots. Tuesday, 11th May.

For full particulars as to Passage and Freight apply to

K DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier). Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. SAILING DATES
MARSEILLE & LONDON via SINGAPORE, SATSUTA MARU, SUNDAY, 11th

MALACCA, PENANG, CAPT. T. ESTO, Tons 15,000. April, at Noon.

COLOMBO, SUEZ AND PORT SAID via YASAKA MARU, THURSDAY, 22nd

PORT SAID, CAPT. Yamawaki, Tons 21,000. April, at Noon.

VICTORIA, B.C. & SEAT via TAMBA MARU, TUESDAY, 6th

APRIL, VIA SHANGHAI, CAPT. Nagasawa, Tons 12,500. April, at Noon.

MOJI, KORE, YOKOYAMA & YOKOHAMA via YOKOHAMA MARU, THURSDAY, 15th

APRIL, KOMATSU, Tons 12,500. April, at Noon.

SYDNEY AND MELBOURNE via NIKKO MARU, FRIDAY, 9th

VIA MANILA, THURS. CAPT. Takeda, Tons 9,800. April, at 4 p.m.

DAY ISLAND, TOWNS, HITACHI MARU, MONDAY, 17th

VILLE AND BRISBANE, CAPT. Tomonaga, Tons 12,500. April, at 11 a.m.

BOMBAY via SINGAPORE, KIRIN MARU, SATURDAY, 3rd

MALACCA AND COLOMBO, CAPT. Tsuchi, Tons 9,000. April,

CALCUTTA via SINGAPORE, HAKATA MARU, SATURDAY, 17th

PENANG & RANGOON, CAPT. Kawashima, Tons 12,500. April,

NAGASAKI, KORE & YOKOHAMA via HITACHI MARU, FRIDAY, 16th

YOKOHAMA, CAPT. Teranaka, Tons 16,000. April, at 10 a.m.

SHANGHAI, KORE & YOKOHAMA via JINSEN MARU, THURSDAY, 8th

APRIL, CAPT. Terada, Tons 8,000. April,

MOJI & KORE via YASAKA MARU, MONDAY, 12th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via KIRIN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via SATSUTA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via NIKKO MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via HAKATA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via JINSEN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via KIRIN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via SATSUTA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via NIKKO MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via HAKATA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via JINSEN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via KIRIN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via SATSUTA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via NIKKO MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via HAKATA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via JINSEN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via KIRIN MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via SATSUTA MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via NIKKO MARU, THURSDAY, 17th

APRIL, CAPT. Komatsu, Tons 8,000. April,

YOKOHAMA via HAKATA MARU, THURSDAY, 17th

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS AND FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamers from COLOMBO and LONDON	Due at MAREILLES	Due at PLYMOUTH (London 1 day later)
		noon				
	ORIENTAL	Apr. 6	Apr. 10	MALWA	May 8	May 14
Apr. 12	MAITA	Apr. 10	Apr. 23	MOREA	May 22	May 28
Apr. 24	SARDINIA	May 3	May 5	MALOJA	June 5	June 11
May 10	NUBIA	May 17	May 21	MOOLTAN	June 19	June 25
	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 10

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday.

Passengers change Steamer at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

LONDON.						
1ST SALOON	"A"	Accommodation	SINGLE	250.	RETURN	257.
2ND SALOON	"A"	"	"	250.	250.	250.
	"B"	"	"	240.	240.	240.
				230.	230.	230.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSPORT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave YAHAM	Leave SHANGHAI	Leave HONG-KO	Leave S'PORE	Due at MAREILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Mar. 18	Mar. 26	Mar. 31	Apr. 8	May 4	May 13
NORE	Apr. 12	Apr. 23	Apr. 28	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 26
NOVARA	May 10	May 21	May 26	June 2	July 2	July 11

These steamers call also at PORT SWEETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1ST SALOON £200 SINGLE: £75 RETURN.

2ND " £200 " £25

FARES TO MARSEILLES:

1st Saloon 246 Single.

2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,
Superintendent.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURHAM (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: FROM COLOMBO:

30th March. Connecting with "SURAT" 20th April.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong S.S. "SALAMIS" 15th June.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

ELLERMAN LINE.

JAPAN, CHINA AND STRAITS

TO

MARSEILLES, LONDON & LIVERPOOL.

FOR STEAMER SALES.

MARSEILLES & LONDON "KALOMO" On 10th May.

MARSEILLES & LONDON "CITY OF NEWCASTLE" On 20th May.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.,

General Agents.



SHIPPING

SHIPPING

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA".
CAPACITY 35,000 TONS. 20,715 Tons Gross Register. LENGTH 330 Feet.
DECK 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 27th March, at Noon.

FOR SEATTLE VIA MANILA, NAGASAKI, INLAND SEA, KORE & YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Nagasaki to Seattle or San Francisco

Round Trip Tickets (Good for Six Months)

Seattle or San Francisco to Nagasaki

Round Trip Tickets (Good for Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return

(Six Months)

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return

(Six Months)

Reduced rates to all Points in the United States, Canada, and Europe.

LUXURIOUS ACCOMMODATION—Staterooms and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry Telephones etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel, by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Princes Building.

HEAD OFFICE: HONGKONG & SHANGHAI BANKING CORPORATION.

TYphoon Signals

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarton, Lysemoen.

A CONE point upward indicates a Typhoon to the North of the Colony.

A CONE point upward and DRUM below indicates a Typhoon to the North-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point upward and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point upward and DRUM below indicates a Typhoon to the North of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point upward and DRUM below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made of the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H. M. S. Tamar:—

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

ADDITIONAL WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, Wagan, Sau Ki Wan, Stanley, Tai Kung, Cape Collinson, Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a storm warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signal from the Harbour Office.

O. W. JEFFREYS

Director

STEAMERS EXPECTED.

The T. K. & S. T. YENKO MARU which sailed from San Francisco on the 6th March, is expected to arrive at this port via Hainan, Japan, Ports and Shanghai on Friday, the 2nd April, at about 8 a.m.

Other Vessels.

The Barber Line a.s. Bottom Castle left New York for Hongkong via Panama Canal on the 29th March, and is therefore expected to arrive here about the beginning of April.

The Indo-China S. N. Co., Ltd. a.s. Onyang left Calcutta on the 20th March, and is due here on the 5th April.

The Indo-China S. N. Co., Ltd. a.s. Footloose left Calcutta on the 23rd March, and is due here on the 8th April.

The Australian Oriental Line a.s. Taiyuan left Sydney for Hongkong via Australian and Philippine Ports on 25th March, and may be expected to arrive here on or about the 10th April.

The Shire Line, Ltd. a.s. Merionethshire, from London, is due Hongkong on the 30th May.

The Shire Line, Ltd. a.s. Monmouthshire from London, is due Hongkong on the 1st May.

Latest Advice.

The C. P. R. Co.'s a.s. Moncton left Vancouver on the 28th March, a.m.

THE 'CHINA MAIL'.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$38 per annum, per quarter and per month "prepaid".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cents, Credit 20 cents, per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, 2, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

New advertisements should be sent in before 2 p.m.

Advertisements and Supplements which are not entered for hard paper will be returned with countermanded.

Telegraphic Address: "MAIL", Hongkong, C. H. & C. Ltd.

Telephone No. 22.

The China Mail, Limited

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H. M. S. Tamar:—

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

ADDITIONAL WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, Wagan, Sau Ki Wan, Stanley, Tai Kung, Cape Collinson, Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a storm warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signal from the Harbour Office.

O. W. JEFFREYS

Director

TO-DAY'S ADVERTISEMENTS

PEAK TRAMWAYS COMPANY LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that in respect of all SEASON TICKETS available for Three Months issued on and after 1st May, next, the respective Prices will be as follows:—

Gentlemen \$20.00

Ladies \$18.00

Children \$12.00

and that the Price of Servants' Punch Tickets available for 20 Rides will be \$1.20.

Season Tickets expiring in April can be extended to April 30th, on same terms pro rata as now in force, but no three-month Season Tickets and no Annual Tickets will be issued in April.

The Money Order Office will be entirely closed during the Holidays.

In the event of the arrival of the Mail from Europe (via Nagapatam) on Friday 2nd, the Office will be open one hour for the delivery thereof.

Mails will close for—

SHANGHAI, NORTH CHINA, VLADIVOSTOK, JAPAN Via YOKOHAMA.

Per Sandou, at 9 a.m., on Friday, the 2nd April.

CHINWANGTAO.

Per Albion, at 9 a.m., on Friday, the 2nd April.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

NOTICE TO CONSIGNEES.

THE S.S. ERROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.